STATE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The State Transportation Improvement Program (STIP) is the North Carolina Department of Transportation's (NCDOT) 10-year schedule for projects. It is updated every two years using a data-driven process called Prioritization, as well as the latest financial information, and status of preconstruction activities. The process is established in the Strategic Transportation Investments (STI) law, which also mandates ongoing evaluation and improvement. Collaboration with metropolitan and rural planning organizations and public input is a key component.

Process Begins
July 5–Sept. 29, 2017

Public Input
MPOs, RPOS, NCDOT divisions submit new projects for scoring

Oct. 2017 – Feb. 2018
SPOT reviews and calculates Quantitative Scores for projects (new and existing) under the latest Prioritization criteria, formulas and weights. Includes review of all data, costs and input from MPOs, RPOs, NCDOT divisions and NCDOT staff.

End of March 2018
STIP Unit identifies and publishes Statewide Mobility projects for the draft STIP

April 3–July 27, 2018
Public Input
MPOs, RPOs, NCDOT divisions rank projects on the Regional Impact level (which can include projects that were not funded at the Statewide Mobility level)

SPOT finalizes Regional Impact project scores

End of Aug. 2018
STIP Unit identifies and publishes Regional Impact projects for the draft STIP

Sept. 1–Oct. 31, 2018
Public Input
MPOs, RPOs, NCDOT divisions rank projects at the Division Needs level (which can include projects that were not funded at the Statewide or Regional level)

Jan. 2019
Public Input
NCDOT releases entire draft STIP

June–July 2019
NC Board of Transportation approves Final 2020–2029 STIP

Cycle Starts Again

Abbreviations
MPOs—Metropolitan Planning Organizations
RPOs—Rural Planning Organizations
SPOT—NCDOT Strategic Prioritization Office of Transportation
STIP—Statewide Transportation Improvement Program

Color Codes
- **Public**
- **Local Planning Organizations**
- **Local NCDOT Divisions**
- **NCDOT Headquarters**
- **NC Board of Transportation**

**Future dates are preliminary and subject to change.*

For more information, visit www.ncdot.gov/strategictransportationinvestments/

STRATEGIC TRANSPORTATION INVESTMENTS LAW

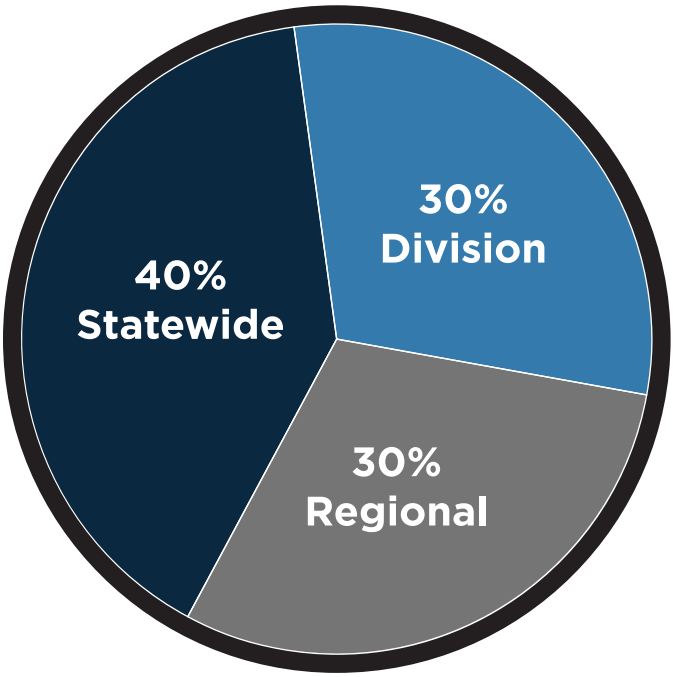
Passed in 2013, the Strategic Transportation Investments Law (STI) allows NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective, while also providing flexibility to address local needs.

STI established the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It was used for the first time to develop the 2016–2025 State Transportation Improvement Program (STIP), which schedules the projects that will be funded during a 10-year period. While federal law requires it to be updated at least every four years, NCDOT typically updates the STIP every two years.

PRIORITIZATION

NCDOT uses a transparent, data-driven method for prioritizing transportation investment decisions. Through the process, called Prioritization, potential transportation improvement projects are submitted to NCDOT to be scored and ranked through the Strategic Mobility Formula at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. These scores and other factors are used to determine whether a project receives funding. Project prioritization occurs every two years. The current round of Prioritization is referred to as P5.0, because it is the fifth iteration of this process.

REVENUE DISTRIBUTION



HOW THE STRATEGIC MOBILITY FORMULA WORKS

The Strategic Mobility Formula funds projects in three categories:

- Division Needs
- Regional Impact
- Statewide Mobility

Division Needs

Projects in this category receive 30 percent of the available revenue, shared equally over NCDOT's 14 transportation divisions, which are groupings of local counties. Project scores are based 50 percent on data and 50 percent on rankings by local planning organizations and the NCDOT transportation divisions.

Highway projects in this category are analyzed according to five criteria:

- Congestion (15 percent)
- Benefit/Cost (15 percent)
- Safety (10 percent)
- Freight (5 percent)
- Accessibility/Connectivity (5 percent)

Regional Impact

Projects in this category receive 30 percent of available revenue. Projects on this level compete within regions made up of two NCDOT transportation divisions, with funding divided among the regions based on population. Data makes up 70 percent of the project scores in this category. Local rankings account for the remaining 30 percent.

Highway projects are analyzed according to five criteria:

- Congestion (20 percent)
- Benefit/Cost (20 percent)
- Safety (10 percent)
- Accessibility/connectivity (10 percent)
- Freight (10 percent)

Statewide Mobility

Projects in this category receive 40 percent of available revenue. The project selection process is based 100 percent on data.

Highway projects are analyzed according to six criteria:

- Congestion (30 percent)
- Benefit/Cost (25 percent)
- Economic competitiveness (10 percent)
- Safety (10 percent)
- Freight (25 percent)

Alternate Criteria

To provide more flexibility, STI allows regions and divisions to develop alternate criteria tailored to their individual needs. To do so, the metropolitan and rural planning organizations, and the NCDOT divisions within the region must unanimously agree on the criteria.